

Campbellton-Cascade Corridors Redevelopment Plan Public Meeting December 8, 2005

Charrette Final Presentation

PARTICIPANTS

Public 32

City of Atlanta 2

Project Consulting Team 4

WELCOME AND INTRODUCTION

Bill Dunkley opened the meeting with general comments. He then turned the meeting over to Ed McKinney, Project Manager for the Consultant Team. Ed stated that the project that started in October is at the midway point. He further stated that the team has been working on the ideas presented at the Charrette that kicked-off on Saturday, December 3. He stated that the Study Area had been divided into three separate corridors

1. Cascade Avenue
2. Campbellton-East
3. Campbellton-West

He stated that tonight we will present "Draft Concepts" of redevelopment proposals based on consideration of the Project Team's corridor analysis (land use, transportation, market analysis) and the community desires.

Ed started the Power Point presentation, which is attached to and made a part of these notes, with the "Big Picture" of the corridors divided into four categories:

1. Transportation
2. Parks & Open Space
3. Commercial & Multi-Family Housing
4. Planning Projects

Next, McKinney discussed the following points for each of the corridors:

1. Transportation – snapshot of corridor highlighting
 - a. Major routes, minor arterials and traffic volumes
 - b. Issues
 - c. Current project
2. Market Observations – strengths, issues and opportunities for improvement
3. “What We Heard From The Community” – “wants and do not wants”
4. Creation of Vision - Preliminary corridor redesign

Concluding the presentation, Ed McKinney stated that the key dates remaining are:

- Draft Plan Presentation on February 2, 2006
- Final Plan Presentation on March 9, 2006
- Both meetings will be here at 7PM in this same location

Given below are the major comments/questions presented during the course of the meeting.

- What is transportation’s role in the corridors?

Reply: The goal is to balance the needs of the transportation system and the needs of the neighborhood, i.e. more pedestrian-friendly connections.

- Regarding Cascade Avenue that the Consultant Team proposes to change from four lanes to two lanes plus bike lanes and a turning lane where needed, where will the concept begin and end?

Reply: That has not been determined. However, probably at the BE Mays intersection on the West to about Beecher on the East. From Beecher to Ralph David Abernathy should probably remain four lanes.

- Assembly of land is missing. Where is ADA or some other entity that can assemble land for the proposed nodal development at Delowe? How do you create the market?

Reply: City has identified Campbellton Rd as a priority economic development corridor and a candidate for a Tax Allocation District (TAD). However, at the end of the day property owners will have to step up to the plate.

- How can more information be distributed so that participation can be increased?

Reply: Through mailings, web page, newsletter distribution at organization meetings, through businesses, libraries and churches. We will also try to get more publicity from the media.

- How many people from community are on Advisory Committee?

Reply: All the people on the Committee are from the three corridors

- The meeting times are not good because a lot of people do not get off work in time.

Reply: We will find more opportunities to solicit input

- What is being proposed for the schools in the Study Area?

Reply: So far, schools have not been specifically addressed, but we will include more specifics about schools in the future

- The three-lane concept on Cascade Avenue was not well received when presented on Saturday, but it is still on the list. Why?

Reply: It is only a concept that the Consultant feels has merit given the relatively modest traffic volumes on Cascade. It can be changed or dropped, depending on the public's desires

- What about Barge Road traffic?

Reply: The traffic impacts of all concepts will be tested to ensure that the infrastructure will be able to support them.

- You mentioned that that turning on Cascade across multi-lanes is a hazard. How will bike lanes not be a hazard?

Reply: If traffic is slowed by implementing calming devices or procedures such as reducing lanes, then bike lanes will be safer

- Have you looked at small business incubators?

Reply: We are still exploring a range of opportunities for business development

- Why will linear development not work?

Reply: Presently there is significant underutilized retail in the Study Area, particularly the Campbellton corridor. A turnaround is needed. Nodal development, with retail that provides goods and services desired by the community, a civic identity and an infusion of owner-occupied residential may be the formula that will bring about the turnaround.

- Does the proposal include an assumption that the proposed level of retail can be supported by the people that live in the community without bringing in additional people?

Reply: The socio-economic data indicate that the people who live in the Study Area can support a higher grade of housing and an increased investment in retail.

- The plan should include economic diversity. The residents of Campbellton Road go to other communities to spend their money. We should encourage our fellow residents to pull together to build our own live, work and play community.

Other Comments:

- ☐ What are the possibilities of using existing environmental resources for walking trail?
- ☐ Great ideas! How will you assemble the land? ADA? City?
- ☐ Capacity of schools is something to think about as new residential is being planned.
- ☐ Instead of residential, can we have office uses on the Kia dealership site? They may be brownfields.
- ☐ Can we look at office uses instead of merely retail uses (Campbellton Road East)?